

The Hong Kong Daily Press.

No. 3385 第五十八年三月八日

HONGKONG, WEDNESDAY, NOVEMBER 5th, 1884.

號五十一英

PRICE \$2 PER MONTH

SHIPPING.

ARRIVALS.

November 1, GLICKSBURG, German steamer, 1,093, Berleson, Singapore 21st October, and Hollow 2nd November, General - Bus. Min.

November 4, LILIS, German g-h't, from Canton.

November 4, TRICOMPAGNIE, French ironclad.

Brix Sizur 30th October.

November 4, FOOKSANG, British steamer, 990,

Hogg, Shangha 1st Nov., General - J.A.R.

DINE, MATTHESON & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE

4TH NOVEMBER.

Cassandra, German str., for Whampoa.

Lady Harewood, British bark, for Cobu.

Glaesberg, German str., for Swatow.

Ningpo, British str., for Shanghai.

Sir G. Wolsey, British str., for Singapore.

Darling, British bark, for Haikoo.

Sea Ripple, British str., for San Francisco.

DEPARTURES.

November 4, NUNGOO, British str., for Shanghai.

November 4, SAGHAIEN, French steamer, for Europe.

November 4, ULTRASSE, British str., for London.

November 4, GREYHOUND, British str., for Hollow.

CHRISTMAS CARDS just received - A magnificent collection of Prangs New Season's Cards and every description of Banking and Exchange business transacted.

Decks granted on London and the chief principal cities in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Hongkong, 23rd October, 1884.

PASSENGERS.

ARRIVED.

Per Glaesberg, str., from Singapore and Hollow - 206 Chinese.

Per Fooksing, str., from Shanghai - Massa Wood and Kingman, and 50 Chinese.

DEPARTED.

Per Saghalien, str., from Hongkong - For San - Messa, Kerouan, Cran, Hainan, and 6 Chinese. For Singapore - Massa Wood and Kingman, and 50 Chinese. Capt. W. J. J. Silve and Mr. G. Isacke. For Yokohama - Per Sirion - Four French priests.

For Madras - Mr. Capella. For Marseilles - Mr. Gargano.

REPORTS.

The British steamer *Fooksing* reports left Shanghai on the 1st inst., and had light Northerly winds and fine weather throughout.

SWATOW SHIPPING.

OCTOBER - ARRIVED.

26. Fukien, British str., from Amoy.

27. Kong Ben, British str., from Hongkong.

28. Celebes, Dutch str., from Amoy.

29. Kwangtung, British str., from Amoy.

30. Seewo, British str., from Amoy.

31. Cheng H. Kian, British str., from Amoy.

32. Douglas, British str., from Hongkong.

33. Tidore, British str., from Hongkong.

34. Kuan-pai, Amur str., from Hongkong.

35. Kuan-pai, Amur str., from Hongkong.

AMOY SHIPPING.

OCTOBER - ARRIVED.

27. Fukien, British str., for Hongkong.

28. Celebes, Dutch str., for Hongkong.

29. Kwangtung, British str., for Hongkong.

30. Seewo, British str., for Shanghai.

31. Rosario, British str., for Chefoo.

32. Sirion, British str., for Singapore.

33. Hesperia, German str., for Hongkong.

34. Douglas, British str., for Amoy.

35. Ulysses, British str., for Hongkong.

KELLY & WALSH.

HONGKONG - HONGKONG.

24. Champion, British-corr., from Foochow.

25. Shaw, British str., from Shanghai.

25. Zafiro, British str., from Hongkong.

26. Fukien, British str., from Tamsui.

26. Names, British str., from Hongkong.

26. Pochil, British str., from Taiwo.

27. Ping-on, British str., from Taiwo.

28. Glosberg, British str., from Foochow.

28. Banuelas, British str., from Hongkong.

29. Konsia, Brit.-staun-launch, from Hongkong.

30. Jason, British str., from Hongkong.

31. Store Nostrale, Dan str., from Shanghai.

31. Duhm, German str., from Foochow.

31. Names, British str., from Foochow.

32. Niclone, Chinese str., for Foochow.

32. Polson, British str., for Swatow.

32. Zafiro, British str., from Foochow.

33. Hallong, British str., for Hongkong.

33. Celebes, Dutch str., for Swatow.

34. Tiverton, British str., for New York.

35. Champion, British str., for Hongkong.

36. Wiglum, British str., for a cruise.

37. Fox, H. C. Gull, Amur str., for Fisher Island.

37. Names, British str., for Foochow.

37. Seewo, British str., for Swatow.

37. Pochil, British str., for Shanghai.

37. Kwangtung, British str., for Swatow.

38. Cheng H. Kian, British str., for Singapore.

38. Glengary, British str., for Hongkong.

38. Ping-on, British str., for Shanghai.

39. Jason, British str., for Foochow.

39. Konsia, British str., for Manila.

39. Jason, British str., for Shanghai.

39. Seewo, British str., for Shanghai.

SHANGHAI SHIPPING.

October 1, CHINAMAN, American str., from Ningpo.

21. Kiang-teen, American str., from Tientsin.

21. Hsing-ting, American str., from Whampoa.

21. El Dorado, British str., from Tientsin.

21. Sin Namzing, British str., from Tientsin.

21. Fung-shan, American str., from Tientsin.

21. Kwangtung, British str., from Foochow.

21. Chung-kuang, Amur str., from Ningpo.

21. Niu-chia, British str., from Foochow.

21. Liang-tung, British str., from Foochow.

21. Cheng-king, British str., from Tientsin.

21. Chung-kuang, Amur str., from Ningpo.

21. Hui-ho, British str., from Foochow.

21. Kiang-teen, Amur str., from Ningpo.

21.

NOTICE.

A. S. WATSON AND CO.
FAMILY AND DISPENSING
CHEMISTS.

By Appointment to His Excellency the Governor and His Royal Highness the Duke of EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SURGEONS,
AND
OPERATED WATER MAKERS.

SHIPS' MEDICINE CHEMISTS REPAIRED
PASSENGERS' SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. Watson & Co., or HONGKONG DISPENSARY.

NOTICES TO CORRESPONDENTS.
Advertisements and Subscriptions which are not enclosed for a fixed period will be continued until countermanded.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press.

HONGKONG, NOVEMBER 5TH, 1884.

EXPERTS in engineering, like doctors, often differ, and laymen are puzzled how to decide between them. Some months ago Captain Lorius, hydrographer to the King of Siam, who accompanied a French surveying expedition to the Isthmus of Kra, to examine a certain route across the Malay peninsula to ascertain whether it was practicable to cut a canal through, published the results of his observations, and condemned the project as being far too costly to yield any adequate returns from its construction. The saving in time, he contended, would not be sufficient to tempt shippers to incur the expense of the canal dues, and the traffic through the canal could not return any decent interest on the vast capital sunk. Mr. HENRY F. HOPE, writing in *The Times* on the same subject, takes a very different view of the undertaking. He contends that the saving in time and distance that would be effected by the canal would be greater than was estimated by Capt. Lorius, if instead of imaginary points off Dundas Head and in the Chins Sea, the distance tables of the mail steamers were taken, and proceeds:—“Practising that the distance to the canals from Calcutta is 920, from Madras 1,200, from Colombo 1,220, from Bangkok 250, from Saigon 550, and from Hongkong 1,380 miles, and allowing 60 miles for the canal, we have the following savings in distances:—(1) Colombo to Hongkong direct, 347 miles; (2) Colombo to Saigon direct, 377 miles; (3) Calcutta to Hongkong direct, 637 miles; (4) Madras to Hongkong 480 miles.” But Mr. HOPE certainly does not make out much of case for the canal by the foregoing figures. The saving of distance and consequently of cost would almost be counterbalanced by the canal dues, and the time saved, about a day and a quarter, would not be a matter of much moment on a long voyage. It is true that in the case of steamers trading direct between Europe and Bangkok, Calcutta and Bangkok, or Rangoon and Bangkok there would be considerable economy of time and distance effected by the cutting of a canal through the Isthmus of Kra, but the direct trade with Siam will not for generations to come pay for the enormous outlay such a work would entail. Siam is, we think, destined rather to be opened up by a system of railway communication with British Burma and the Malay peninsula. The countries of Indo-China unquestionably possess large resources, but they are very undeveloped, and the trade of Siam and Cochinchina is a mere trifle as compared with that of China, and can expand but slowly because the population of the Indo-Chinese countries is comparatively thin. Since the successful formation by M. de Lassens of the Suez Canal, engineers have been casting about all over the world for opportunities to accomplish similar feats, but with the exception of the Isthmus of Panama there is no portion of the globe where anything like so important a work can be performed. The main object of any engineering work of the sort is, we take it, the reduction of distance and expense. If a canal only slightly reduces the distance in a passage, it can hardly command itself to hard-headed capitalists, who will want to see some reasonable likelihood of the new route proving remunerative. We do not see much prospect of a Kra Canal giving any sufficient return on the outlay, and there is no doubt the excavations would be very much more extensive and difficult than those of the Suez Canal. The project may become a necessity perhaps some day, but the time is not yet. The trade must attain much larger dimensions before it will pay to spend millions of dollars to reduce the passage from Europe to the Far East by some 30 hours, especially as the canal is not designed to save a passenger round some stormy point but merely to avoid the Straits of Malacca, one of the safest and most untroubled stretches of water in the world.

THEIR BRUTAL COWARDICE EXHIBITED BY THAT BRAGGART CHANG PEI-LUN AND THE VICTORY HO JW-CHANG has excited the indignation of the people of Fukien, and they have strongly memorialised the Throne against those officials. We are glad to note this action, as it is an indication that there is some sort of public opinion in China, and that the folly, incapacity, and cowardice of the Fukien authorities will not go unnoticed. Yet, while it is satisfactory to find that the craven conduct of Chang and Ho has been officially brought before the Throne, it is to be feared that they will escape with temporary degradation and that similar complaints against other members of the mandarinate might be brought with perfect truth. For instance, we should like to know who is responsible for the careful withdrawal of the Chinese fleet from the coast of Fukien, and that in doing so, the property being damaged except by water. The stock of the shop is said to have been a valuable one, and was not insured. The cause of the outbreak is not known, but as the place is largely surrounded by cookhouses, it is assumed that the cooking of somebody's breakfast is responsible for it.

cult matter. The Chinese possess some good and fast cruisers which might have hovered on the wake of the French squadron and given it a great deal of trouble. In consequence of the entire absence of any Chinese vessels, the French blockade of Formosa can be easily maintained, and French gunboats can steam down singly, and in perfect safety, to Hongkong to coal or to refit. This would not have been the case had the Chinese not been struck with such a mortal terror that they fear to allow even their new ironclads to be seen, and carefully lay them up out of the way at Port Li. They need not have thrown them in the way of the united French Squadron, but they might usefully have employed them in preventing the blockade of Formosa being rendered effective and in cutting off stragglers. However, like CHANG PEI-LUN, the commander-in-chief of the Chinese men-of-war prefer to view the progress of events from a safe distance, and the French consequently have it all their own way. When Formosa has been settled with, Admiral CORNELL will probably proceed in search of the Chinese navy, and insist upon an interview with its valiant commander.

NOTICES TO CORRESPONDENTS.
Advertisements and Subscriptions which are not enclosed for a fixed period will be continued until countermanded.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The French ironclad *Triomphante*, Captain Baux, arrived here yesterday from Saigon.

The German gunboat *Iltis*, Lieutenant-Commander Bötger, arrived here yesterday from Canton.

Major-General Sargent paid visits yesterday afternoon to the French men-of-war *Nelly* and *D'Estrée*, and received the usual salutes on leaving.

The Agents (Messrs. Russell & Co.) inform us that the Union Line steamer *Hampshire*, from London, left Singapore yesterday morning for Hongkong.

We hear that Messrs. Jardine, Matheson & Co. have negotiated a loan with the Chinese Government of £15,000,000 at 7 per cent., for the purpose of facilitating the construction of the railway from Thailand to Peking.

Return of Visitors to the City Hall Museum for the week ending November 2nd, 1884.

BURGESS (stroke) 76 252
Monday..... 26 42
Tuesday..... 29 256
Wednesday..... 29 256
Thursday..... 33 434
Friday..... 32 551
Saturday..... none 263 2,363

The *Singapore Herald* has the following:—Some time ago Mr. G. R. Stevens wrote to the Japanese Acting Consul of Hongkong offering, on behalf of the Zoological Society of New South Wales, to exchange Australian animals and birds for specimens of Japanese fauna. Mr. S. Mochida has written a reply to Mr. Stevens, informing him that two healthy young bears have been procured for our society, and that any agent of my appointment may be sent to me at Saigon to receive payment for the services rendered. In old days such negotiations were common. In the year 1852 a Club was now suggested was scarcely necessary, but as years have run on the necessity for it has become apparent to us. Therefore, madam, what I have now to propose to you is a series of resolutions forming that Jockey Club. The first resolution is:—

That it is desirable to place racing in Hongkong on a permanent basis, and for that purpose to form a permanent racing association.

Hon. T. JACKSON seconded.

Carried unanimously.

The CHAIRMAN—The next resolution is:—

That this Association be called the Hongkong Jockey Club, and that it is hereby constituted.

Mr. GROTE seconded.

Carried unanimously.

The CHAIRMAN—The next resolution is:—

That the balance now standing to the credit of the Hongkong Race Fund, whether on fixed deposit or otherwise, be handed over to the Hongkong Jockey Club.

Mr. GROTE seconded.

Carried unanimously.

The CHAIRMAN—The next resolution is:—

That the balance now standing to the credit of the Hongkong Race Fund, whether on fixed deposit or otherwise, be handed over to the Hongkong Jockey Club; that the amount be used as a deposit for the next Meeting, but that it should also be available as a original account in Hongkong.

Mr. GROTE seconded.

Carried unanimously.

The CHAIRMAN—The next resolution is:—

That the balance now standing to the credit of the Hongkong Race Fund, whether on fixed deposit or otherwise, be handed over to the Hongkong Jockey Club; that the amount be used as a deposit for the next Meeting, but that it should also be available as a original account in Hongkong.

Mr. GROTE seconded.

Carried unanimously.

The CHAIRMAN—The next resolution is:—

That the balance now standing to the credit of the Hongkong Race Fund, whether on fixed deposit or otherwise, be handed over to the Hongkong Jockey Club; that the amount be used as a deposit for the next Meeting, but that it should also be available as a original account in Hongkong.

Mr. GROTE seconded.

Carried unanimously.

The CHAIRMAN—The next resolution is:—

That the balance now standing to the credit of the Hongkong Race Fund, whether on fixed deposit or otherwise, be handed over to the Hongkong Jockey Club; that the amount be used as a deposit for the next Meeting, but that it should also be available as a original account in Hongkong.

Mr. GROTE seconded.

Carried unanimously.

The CHAIRMAN—The next resolution is:—

That the balance now standing to the credit of the Hongkong Race Fund, whether on fixed deposit or otherwise, be handed over to the Hongkong Jockey Club; that the amount be used as a deposit for the next Meeting, but that it should also be available as a original account in Hongkong.

Mr. GROTE seconded.

Carried unanimously.

The CHAIRMAN—The next resolution is:—

That the balance now standing to the credit of the Hongkong Race Fund, whether on fixed deposit or otherwise, be handed over to the Hongkong Jockey Club; that the amount be used as a deposit for the next Meeting, but that it should also be available as a original account in Hongkong.

Mr. GROTE seconded.

Carried unanimously.

The CHAIRMAN—The next resolution is:—

That the balance now standing to the credit of the Hongkong Race Fund, whether on fixed deposit or otherwise, be handed over to the Hongkong Jockey Club; that the amount be used as a deposit for the next Meeting, but that it should also be available as a original account in Hongkong.

Mr. GROTE seconded.

Carried unanimously.

The CHAIRMAN—The next resolution is:—

That the balance now standing to the credit of the Hongkong Race Fund, whether on fixed deposit or otherwise, be handed over to the Hongkong Jockey Club; that the amount be used as a deposit for the next Meeting, but that it should also be available as a original account in Hongkong.

Mr. GROTE seconded.

Carried unanimously.

The CHAIRMAN—The next resolution is:—

That the balance now standing to the credit of the Hongkong Race Fund, whether on fixed deposit or otherwise, be handed over to the Hongkong Jockey Club; that the amount be used as a deposit for the next Meeting, but that it should also be available as a original account in Hongkong.

Mr. GROTE seconded.

Carried unanimously.

The CHAIRMAN—The next resolution is:—

That the balance now standing to the credit of the Hongkong Race Fund, whether on fixed deposit or otherwise, be handed over to the Hongkong Jockey Club; that the amount be used as a deposit for the next Meeting, but that it should also be available as a original account in Hongkong.

Mr. GROTE seconded.

Carried unanimously.

The CHAIRMAN—The next resolution is:—

That the balance now standing to the credit of the Hongkong Race Fund, whether on fixed deposit or otherwise, be handed over to the Hongkong Jockey Club; that the amount be used as a deposit for the next Meeting, but that it should also be available as a original account in Hongkong.

Mr. GROTE seconded.

Carried unanimously.

The CHAIRMAN—The next resolution is:—

That the balance now standing to the credit of the Hongkong Race Fund, whether on fixed deposit or otherwise, be handed over to the Hongkong Jockey Club; that the amount be used as a deposit for the next Meeting, but that it should also be available as a original account in Hongkong.

Mr. GROTE seconded.

Carried unanimously.

The CHAIRMAN—The next resolution is:—

That the balance now standing to the credit of the Hongkong Race Fund, whether on fixed deposit or otherwise, be handed over to the Hongkong Jockey Club; that the amount be used as a deposit for the next Meeting, but that it should also be available as a original account in Hongkong.

Mr. GROTE seconded.

Carried unanimously.

The CHAIRMAN—The next resolution is:—

That the balance now standing to the credit of the Hongkong Race Fund, whether on fixed deposit or otherwise, be handed over to the Hongkong Jockey Club; that the amount be used as a deposit for the next Meeting, but that it should also be available as a original account in Hongkong.

Mr. GROTE seconded.

Carried unanimously.

The CHAIRMAN—The next resolution is:—

That the balance now standing to the credit of the Hongkong Race Fund, whether on fixed deposit or otherwise, be handed over to the Hongkong Jockey Club; that the amount be used as a deposit for the next Meeting, but that it should also be available as a original account in Hongkong.

Mr. GROTE seconded.

Carried unanimously.

The CHAIRMAN—The next resolution is:—

That the balance now standing to the credit of the Hongkong Race Fund, whether on fixed deposit or otherwise, be handed over to the Hongkong Jockey Club; that the amount be used as a deposit for the next Meeting, but that it should also be available as a original account in Hongkong.

Mr. GROTE seconded.

Carried unanimously.

The CHAIRMAN—The next resolution is:—

That the balance now standing to the credit of the Hongkong Race Fund, whether on fixed deposit or otherwise, be handed over to the Hongkong Jockey Club; that the amount be used as a deposit for the next Meeting, but that it should also be available as a original account in Hongkong.

Mr. GROTE seconded.

Carried unanimously.

The CHAIRMAN—The next resolution is:—

That the balance now standing to the credit of the Hongkong Race Fund, whether on fixed deposit or otherwise, be handed over to the Hongkong Jockey Club; that the amount be used as a deposit for the next Meeting, but that it should also be available as a original account in Hongkong.

Mr. GROTE seconded.

Carried unanimously.

The CHAIRMAN—The next resolution is:—

That the balance now standing to the credit of the Hongkong Race Fund, whether on fixed deposit or otherwise, be handed over to the Hongkong Jockey Club; that the amount be used as a deposit for the next Meeting, but that it should also be available as a original account in Hongkong.

Mr. GROTE seconded.

Carried unanimously.

The CHAIRMAN—The next resolution is:—

That the balance now standing to the credit of the Hongkong Race Fund, whether on fixed deposit or otherwise, be handed over to the Hongkong Jockey Club; that the amount be used as a deposit for the next Meeting, but that it should also be available as a original account in Hongkong.

Mr. GROTE seconded.

Carried unanimously.

COMMERCIAL INTELLIGENCE.

TUESDAY, 4th November.

Export Cargoes.

Per steamship *Satsuma*, sailed on the 4th November.—For Continent—1,022 bales silk.

—For London—132 boxes silk, 321 cases silk, 231 rolls matting, 1,213 packages sandrinets. For London—132 boxes silk, 7 boxes waste silk, and 740 packages sandrinets.

Per steamship *Ulysses*, sailed on the 4th November.—For London—90,643 lbs. cotton, 158,235 lbs. scented soap, 25,158 lbs. scented orange peels, 6 cases salts, 230 bales waste silk, and 74 packages sandrinets. From Manila—1,345 bags hemp, 13 bags tobacco, 4 cases cigars.

OPIUM.

Quotations are—

Malwa (New) \$250 per picul, alike of 1 catty.

Malwa (Old) \$250 per picul, alike of 3.10 catties.

Patna (New) 357/4 to 3583/4 per chawsh.

Patna (Old) 555 to 557 1/4 "

Bengal (New) 555 "

SICHUAN.

ON LONDON.

Bank Bills, on demand 97/4

Bank Bills, at 30 days' sight 97/4

Bank Bills, at 4 months' sight 98/4

Credits, at 4 months' sight 98/4

Documentary Bills, at 4 months' sight 98/4

Bank Bills, on demand 435

Credits, at 4 months' sight 445

ON BOMBAY.—Bank, 3 days' sight 225/4

ON CALCUTTA.—Bank, 3 days' sight 226/4

ON SHANGHAI.

Bank, sight 703

Private, 30 days' sight 743

SHARES.

Hongkong and Shanghai Bank Shares—116 per cent. premium.

Union Insurance Society of Canton, Limited—Shares, 100 per cent. ex dividend.

China Indemnity Life Assurance Company's Shares—584 per share, Buyers.

North China Insurance—Tls. 1,400 per share.

Yantze River Insurance Association—Tls. 135 per share.

China Insurance Company, Limited—\$175 per share, ex dividend.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—\$874 per share, Buyers.

Hongkong Fire Insurance Company's Shares—345 per share, Buyers.

China Fire Insurance Company's Shares—\$63 per share, Buyers.

Hongkong and Whampoa Dock Company's Shares—44 per cent. premium.

Hongkong Ocean Liner Steamboat Co.'s Shares—\$32 per share, previous.

Indo-China Steam Navigation Co.'s Shares—33 per cent. discount.

China and Manila Steamship Company, Limited—33 per cent. discount.

Dent's Steamship Company, Limited—Par, nominal.

Hongkong Gas Company's Shares—\$90 per share.

Hongkong Hotel Company's Shares—\$130 per share.

China Sugar Refining Company, Limited—104 per share.

China Sugar Refining Company (Debtors)—nominal.

Luzon Sugar Refining Company, Limited—\$70 per share.

Hongkong Ice Company's Shares—\$140 per share.

Hongkong and China Bakery Company, Limited—\$160 per share.

Perak Tin Mining and Smelting Company—\$42 per share.

Selangor Tin Mining Company—\$20 per share.

Perak Sugar Cultivation Company—Tls. 35 per share.

Hongkong Rope Manufacturing Company, Limited—1—\$60 per share.

Chinese Imperial Loan of 1881—2 per cent. dis-

HONGKONG TEMPERATURE.

(Each Number, Farenheit & Centigrade.)

November 4th.

Thermometer—44° F. 75

Thermometer—44° F. 75

Thermometer—3 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) 75

Thermometer—1 P.M. (Hot sun) . .

EXTRACTS.

ON A ROSE.

There stood a tree in the glade,
Laden with roses gay,
All dressed in a robe more crimson
Than the red sun's farewell ray.

And one of those blushing roses
I stole from among the rest,

With a crystal dropdown upon it,

To be worn on my darling's breast.

But the young rose lost its brightness;

It faded, and grew quite dead;

While only to gaze on the wester-

Could make me wondrous glad.

And that sad, sweet little rose-bud?

The rose I wore was bright,

Dancing amid thy sisters

All day in the merry light.

Wood by the bee and the insect,

With wings of a silver hue;

Cradled to sleep by soft breezes,

Bathed in the morning's dew.

But now where the dew-laden fairies

That breath more sweet than the wind,

And those laughing eyes above thee

Those flowers bound me kind.

"And the bison which haunts beneath—

More lovely than green hill-side?"—

But the little rose would not heed me.

It crooked, it withered, it died;

And I'm taught from its fragrant deathbed

A lesson of lasting worth—

One's hapless for one's unseasoned.

Than anywhere else on earth.

JOHN TURNER.

THE DUKE OF WELLINGTON AND HIS WARHORSE COPENHAGEN.

Perhaps the late Duke of Copenhagen, the Waterloo horse, and his view of the ill-fated statue about to be transferred to Aldershot, may interest the general reader at this moment. The Duke himself was no great admirer of the statue, but his father thought it very good, and liked it opposite his house. "They call Copenhagen's head being like a pig's head." Well, I went with Sir Edwin to see it in the foundry. The horse's head alone protruded at the time, and Sir Edwin declared he considered it a very good model of a horse's head. I was anxious for it, it was very like Copenhagen. I was walking in the Strandholms-park with him one afternoon, when we passed at a rattled-off clump of trees. "Here," said he, "lies Copenhagen." "By the way," he said, "do you know that the famous 'Up, Guards, and at them' is not my father's or all, but Lord Selkirk's, and the right words are, 'Up Guards, and at them'?" My father had Copenhagen footed home at a stretch at Waterloo. He was a horse not much to look at, but of great endurance and spirit. The Duke got him in Spain and rode him through his Spanish campaigns; he was very fond of him. For years before he died he was kept horseback, and the ladies were all proud to ride him up and down the terrace, in order to boast of having sat on his back. He was buried here every year in the morning. All the servants turned out, and to their surprise the Duke, who was then very old and failing, got up and appeared at the funeral. When the Duke was brought out, he immediately noticed that one hoof was off. He was very angry, but could not discover the robber. Some months after he had a case. Well, sir, I've won it. Yes, sir, actually won my first case. Coke (an old lawyer)—You're excusable under the circumstances, but with a little experience you may yet do honour to your profession. Young lawyer—Excusable under the circumstances? I don't understand your meaning, Mr. Coke. Coke—Don't understand! Listen—if you had been a lawyer of experience you would have lost that case; then you would advise your client to appeal; if skilfully managed it might have been made to last for years, or at least as long as he had any money. But it you have won, and that's the end of it. Let it be a lesson to you the future.

THE BARONESS COUTTS.

AS SHE APPEARS IN HER BOX AT THE PLAY.

I visited the Lyceum Theatre (Irving's) and the other night, says a London Miss Terry's sister, Mrs. Lewis, occupied one box the night I write of, which the actress' two little children shared with her. The elder of these is a girl of about 14, who does not look in the least like a Terry. She is a blonde, with a serious, pensive face, while the boy is the very image of his mother.

The Baroness Burdett-Coutts owns and occupied the next box, which is a very large one. Her young husband, always with her, is a fine, manly-looking fellow, apparently not over 32 or 33, while she, the richest woman in all England, is surely not far this side of 60. She is a little week-faced creature, utterly without style or distinction,

PROFITABLE POVERTY.

Country clergymen have been heard to complain that the income of a squire's upper servant, eked out by perquisites, is far greater than theirs; but if social precedence were regulated by income, others besides clergymen would find themselves walking behind many persons finding mortal situations, so called. Who knows what is the revenue of a college acolyte or gyp, of a cathedral verger, or of a servant to a East-End doctor in good practice. One of this last species, having suffered injury in a railway accident, claimed

£2,600 damages, on the ground that this sum represented only a single year of his ordinary income. His wife were derived from patients who wanted to see his master out of their turn. Then, again, there are the crossing-servants. There was one who a few years ago used to whine and rattle a tin box in Lombard Street, and there was a certain clerk who regularly every day gave him a penny. One day the clerk dropped a sovereign into the box, by mistake. He did not discover his error until after office hours, and by that time the blind man had gone home. However, the clerk managed to learn from a costermonger where the beggar lived, and going to the address indicated at Holloway, was surprised to see a very respectable house, in good thoroughfare. A tidy housemaid answered his knock, and he was shown into a middle-class-looking parlour, where presently the blind man appeared dressed like a person in easy circumstances. The clerk stammered his business, and his sovereign was restored to him without delay by the beggar's servant, who was called in for the purpose; but as the clerk was making his apologetic exit, the blind man remarked mildly, "I beg pardon, you have forgotten that you owe me a penny!"—Graphic.

PRZEVALSKY'S WILD HORSE.

Great interest is attached to the question of the origin of our domestic animals, and especially to that of the horse—which is generally supposed not now to exist in an originally wild state. Every fact bearing upon this subject is of importance, and discovery by the great Russian traveller, Przevalsky, of a new, wild horse, more nearly allied to the domestic horse than any previously known species, is certainly well worthy of attention. This new animal was described in 1881 in a Russian journal by Mr. J. S. Poltawski, and dedicated to its discoverer as *Equis przewalskii*. The recently issued German translation of Przevalsky's third journey enables us to give further particulars of this interesting discovery. Przevalsky's wild horse has parts on his legs as well as on its forelegs, and has broad hoofs like the true horse. But the long hairs of the tail, instead of commencing at the base, do not begin until half-way down the tail. In this respect, *Equis przewalskii* is intermediate between the true horse and the ass. It also differs from typical *Equis* in having a short, erect mane, and in having no fore-lock, that is, no bunch of hairs in front of the main falling down over the forehead. Nor does Przevalsky's horse any dorsal stripe, which, although by no means universal, is often found in the typical horses, and is almost always present in the asses. Its whole general colour is of a whitish gray, paler and lighter beneath, and reddish on the head. The legs are reddish to the knees, and thence blackened down to the hoofs. It is of small stature, and the legs are very thick and strong, and the head is large and heavy. The ears are smaller than those of the asses. Przevalsky's wild horse inhabits the great Hungarian Desert, between the Altai and the Tien Shan Mountains, where it is called by the Tartars "Kertsi," and by the Mongols "Statir." It is met with in troops of five to fifteen individuals, led by an old stallion. Apparently the rest of these troops consist of mares, which all belong to the single stallion. They are lively animals, very gay, and with highly developed organs of sight, hearing, and smelling. They keep to the wild deserts of the desert, and are very hard to approach. They seem to prefer open country, and districts, and to shun steppes and woods.

REMARKABLE PYRAMIDS DISCOVERED IN SONORA, MEXICO.

Ancient ruins have recently been discovered in Sonora, Mexico, says the New Orleans *Times-Democrat*, which, if reports are true, surpass anything of the kind yet found on this continent. The ruins are to be about four miles south-east of Magdalena. There is one pyramid which has a height of 1,350 feet, and rises to a height of 700 feet; there is a winding roadway leading from the bottom up an easy grade to the top, wide enough for carriages to travel, said to be 25 miles in length; the outer walls on the roadway are laid in solid masonry, huge blocks of granite, in rubble work, and the sides are uniform, and the grade as regular as any staircase. The wall is only occasionally exposed, being covered over with bushes and earth, and in many places the asphalt and other indigenous plants have sprung up, giving the pyramid the appearance of a small mountain about the same size and which rises to about the same height, and, as reports are true, will prove more interesting to the archeologist than the pyramid.

There seems to be a heavy layer of a species of gypsum about half way up the mountain, which is as white as snow, and may be cut into any conceivable shape, and sufficiently hard to retain its shape, being cut. In this layer of stone people of unknown age have cut hundreds upon hundreds of rooms from 10 to 16 by 18 feet square. These rooms are cut into the solid stone, and so even and true are the walls, which would judge that they built first the floor and ceiling, and laid up the wall by dry variation. There are no windows in the rooms and but one entrance, which is always from the top. The rooms are about eight feet high from floor to ceiling; the stones are so white that it seems transparent, and the rooms are not at all dark.

NORTON & CO., Agents.

HONGKONG, 20th May, 1881.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

is prepared to ACCEPT FIRST-CLASS RISKS at 1 per cent. Nett per annum, and other Insurance at Current Rates.

AGENTS at all the Treaty Ports of China and Japan, and Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTIE, Secretary.

HONGKONG, 27th March, 1881.

NOTICE.

THE MANHATTAN LIFE INSURANCE COMPANY OF NEW YORK.

156 & 158, BROADWAY.

THE Undersigned having been appointed Agents for the above Company are prepared to take applications for LIFE INSURANCE at reduced rates.

PUSTAU & CO., General Agents.

HONGKONG, 1st August 1881.

NOTICE.

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1863.

THE Undersigned having been appointed Agents for the above Company are prepared to accept RISKS at 1 per cent. Nett per annum, and other Insurance at Current Rates.

AGENTS at all the Treaty Ports of China and Japan, and Singapore, Saigon, Penang, and the Philippines.

MELCHERS & CO., Agents.

HONGKONG, 27th March, 1881.

NOTICE.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

HONGKONG, 1st May, 1881.

NOTICE.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned Agents for the above Company are prepared to GRANT INSURANCES to the extent of \$60,000 on first-class risks at current rates.

MELCHERS & CO., Agents.

HONGKONG, 27th March, 1881.

NOTICE.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

HONGKONG, 1st May, 1881.

NOTICE.

THE Undersigned Agents for the above Company are authorized to INSURE against FIRE at Current Rates.

GILMAN & CO., Agents.

HONGKONG, 1st January, 1881.

NOTICE.

NOW ON SALE

BOUND VOLUMES of the *China Gazette*

Price Two Dollars.

Printed at the Daily Press Office.

HONGKONG, 1st January, 1881.

INSURANCES.

IMPERIAL FIRE INSURANCE COMPANY.

DUCE TO 1 PER CENT. NETT FOR ANNUITY FROM THIS DATE.

GIBB, LIVINGSTON & CO., Agents.

Imperial Fire Insurance Company.

Hongkong, 9th May, 1881.

SUN LIFE OFFICE.

The Undersigned are prepared to

GRANT POLICIES AGAINST FIRE at Reduced Tariff Rates to the extent of \$60,000 on First-class Risks.

LINSTEAD & DAVIS, Agents.

Linstead & Davis.

Hongkong, 15th May, 1881.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIFTH.

A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:

MARINE DEPARTMENT.

Policies of current rates, payable either here, in London, or the principal Ports of India, China and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & CO., Agents.

Hongkong, 26th July, 1882.

PHOENIX FIRE OFFICE.

The Undersigned are now prepared to

GRANT POLICIES OF INSURANCE AGAINST FIRE at the following Rates:

EUROPEAN.

Agents.

On First-class Godowns at 1 per cent. Net.

On Second-class Goods at 1 per cent. Net.

On Coal at 1 per cent. Net.

On First-class Ships at 2 per cent. Net.

On Second-class Ships at 2 1/2 per cent. Net.

DOUGLAS LAPRAIK & CO., Agents.

Phoenix Fire Office.

Hongkong, 5th August, 1881.

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), \$1,000,000.

BOARD OF DIRECTORS.

LUM SIN SANG, Esq.

YOW CHONG PESO, Esq.

CHAN LI CHUO, Esq.

P.C. CHOU KIAO, Esq.

P